JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

> OF THE JOURNAL

Have been conveniently located at the following drug stores in the various sections of ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates.

5 CENTS PER LINE OF SEVEN WORDS. -STATIONS .-Alabama and 7th Sts.—S. Muhl. Beliefontaine St., No. 400—Claude Fields. Christian Ave., No. 197—F. F. Dannettelle.

Clifford Ave., No. 324-Philip Miller. College Ave. and 7th St.-Geo. C. Fisher. Columbia Ave. and 7th St.-Geo. C. Ruch. Columbia and Hill Aves .- R. C. Hampton. Delaware and McCarty-H. A. Pfafflin. Dillon and Fletcher Ave.-Hugo H. Lehrritter. East and McCarty Sts.—E. C. Reick.
Ft. Wayne Ave., No. 196—Thos. R. Thornburg.
Hillside Ave., No. 19—H. W. Carter.
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Hilnois and Eth Sts.—S. Muhl.
Hilnois and 7th Sts.—J. M. Scott.
Hilnois and 22d Sts.—Frank Keegan.
Hilnois and North Sts.—R. M. Navin.
Indiana Ave. and Vermont St.—R. P. Blodau.
Indiana Ave. No. 201—John D. Gauld. East and McCarty Sts.-E. C. Reick. indiana Ave., No. 201-John D. Gauld. Madison Ave., No. 427-Jos. M. Dwyer. Mass, and Cornell Aves.-C. H. Barmm. Mass. Ave., No. 391-L. E. Haag. Mer. and Morris Sts.-C. H. Broich. Mer. and Ray Sts.-John E. Myers. Mer. and Russell Ave.-Geo. F. Borst. Mich., No. 1059 East-Van Arsdale Bros. New York and Noble Sts.-E. H. Enners. New York, No. 278 West-F. E. Wolcott. New York, No. 278 West-F. E. Wolcott.
Pine, No. 201 South-A. L. Walker.
Senate Ave. and 2d St.—A. M. Eyster.
Senate Ave., No. 1653 North-E. E. Steward.
Shelby St., No. 182—C. A. Eitel.
Talbott Ave., No. 256—M. Schwartz.
Virginia Ave. and Coburn-C. G. Mueller.
Virginia Ave. and McCarty-M. C. Staley.
Wash. St. and State Ave.—N. S. Driggs.
Wash. St., No. 703 East-Baron Bros.
West St., No. 563 North-C. W. Eichrodt.
Yandes and 3th Sts.—Dixon.
North Indianapolis. Library B'ld'g.—A.
Gauld & Bro. Tel. 1894.

BROWN-James A. Brown died Saturday, April 17, at 1:40 p. m., aged sixty-seven years, six months and twenty-two days. Funeral Moncay, April 19, 1897, at 2 p. m., from his late residence, 33 Rockwood street. Friends invited. FUNERAL DIRECTORS.

FLANNER & BUCHANAN-172 North Illinois street. Lady embaimer, for ladies and children. Office always open. Telephone 641. Hacks at lowest prevailing price.

SOCIETY MEETINGS. MASONIC-Special meeting of Ancient Land-marks, No. 3th, F. and A. M., Monday evening. pril 19. Work in first degree. Visiting broth-rs welcome. H. A. SAMPSELL, W. M. WILLIS R. MINER, Secretary.

FOR RENT. FOR RENT-Eight-room house; 563 East Market street. C. ZIMMERMAN. FOR RENT-New hotel; just completed; opposite Union Station, Evansville, Ind. For particulars nquire IRA M'COY, Evansville, Ind.

FOR RENT-Eusiness Properties: 226 West Washington street. 136 South Meridian street, 45x196. 24 West Ohio street, 20x60. 69 East Ohio street, 20x60. C. F. SAYLES, 77½ East Murket.

FOR SALE-Bargains in shop-worn, new and second-hand wheels at C. G. FISHER & CO.'S. 4 North Pennsylvania street. FOR SALE-A tamily wine and liquor store; established since 1870; capital required about reason for selling, death of proprietor.

FOR SALE-REAL ESTATE. FOR SALE-Desirable improved 80-acre farm, two and a half mites from Anderson. Inquire of CHARLES EDWARDS, 23 Jenerson street, Anderson, and.

Apply MRS. A. RAYMOND, Shelbyville, Ind.

WANTED-MALE HELP. WANTED-A young man with a big nose, In

quire immediately for Ecban, stage manager of am Jack's new show, at Empire Theater. WANTED-An idea. Who can think of some they may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-ton, D. C., for their \$1,800 prize offer and new list of 1.000 inventions wanted.

WANTED-SALESMAN. WANTED-Salesmen. Salary paid weekly; ex-perience unnecessary; permanent. BROWN BROS CO., Chicago.

FINANCIAL. LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. LOANS-Mortgage; lowest rates. NEWTON TODD, 6 Ingalls block. LOANS-Sums of \$500 and over. City property and farms.

C. E. COFFIN & CO., 90 East Market street.

MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. WILLIAMS & CO., Crawfordsville, Ind. LOANS—Any amount, On furniture, planos, store fixtures, etc. Reasonable rates. (Confidential.) E. J. GAUSEPOHL, 21/2 W. Wash. St., Room 4. MONEY-To loan on Indiana farms. Lowest market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & C., Rooms 225-220, third floor Lemcke Building, Indianapoils.

LOST-A black silk cape, with black and white lace, either in First Eaptist or Second Presbyterian Church, or between the First Baptist or Meridian-street M. E. Church. Return to Room 210 Shiel block and receive reward.

CLAIRVOYANT. CLAIRVOYANT-The true berald of merit is deeds; do not be deceived, but call on Mrs. T. Griswald. Office and residence 296 East South street. Letters with stamps answered.

STORAGE.

STORAGE-Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

PROPOSALS FOR FRESH BEEF AND MUT-TON .- Office of Chief Commissary, Chicago, Ill., March 16, 1897. Sealed proposals, in triplianied by written guarantees (in duplicate) signed by two responsible persons, will received here until 12 o'clock m., April 20, 1897, and then opened publicly, for furnishing and delivery of such quantities of fresh beef and mutton as may be required by the Subsistence Department at Fort Brady, Mich., Jefferson Barracks, Mo., Fort Leavenworth, Kan., Post mear Little Rock, Ark., Fort Reno, Okla., Riley, Kan., Fort Sheriden, Ill., Fort Sill, Okla., Fort Wayne, Mich., and Indianapolis Arsenal, Inc. and Rock Island Arsenal, Ill., during six months commencing July 1, 1897. Proposals received up to and opened at same hour at the several posts by commissaries of such posts, each post commissary receiving proposals for his own post only. Fresh beef shall be good in quality and condition, fit for immediate use, and from fore and hird quarter meats proportionally, in-cluding all best cuts thereof. Fresh mutton shall be of good, fat and marketable quality. from wethers over one and under three years old. Beef and mutton to be dressed and trimmed and delivered as prescribed in circular of instructions. Proposals wifl be also received stating price at which bidder will deliver fresh beef or mutton of character above stated, and to be delivered of temperature not greater than fifty degrees Fahrenheit. Full information furnished on application here or to commissary at any post. Government reserves right to reject in whole or in part any or all proposals. En-

L. A. W. NATIONAL MEET.

velopes containing proposals should be marked "Proposals for Fresh Beef and Mutton," and

addressed to undersigned or commissary at post

bid for. W. A. ELDERKIN, Lt. Col., A. C.

Philadelphia's Preparation to Receive the Wheelmen.

The annual meet of the L. A. W. for 1897 will be held in Philadelphia, and a number of the local cycle enthusiasts are promising themselves a trip there in August. The annual races will be held there Aug. 6 and 7, at Willow Grove Park.

A special effort will be made to secure a particularly strong committee on tours and runs, as the executive committee realizes that a large percentage of those who will visit that city next August will do so simply from a desire to explore the surrounding riding district for which the Quaker City is famous. In this connection it was announced that one of the tours to be arranged will probably be to Atlantic City on the Sunday following the meet. This famous new route to the sea is becoming daily more popular with the local wheelmen, and there seems to be a general desire to introduce the out-of-towners to this straight-away as-the-crow-flies route from

Philadelphia to the ocean. Another feature decided upon was the formation of a ladies' reception committee, This will be composed of numerous representative matrons and maids who will do all in their power to render the stay of the visitin ladies a pleasant one. It is the intention of the executive committee to make the entertainment of the visiting wheelwomen more of a feature than has been the case at former national meets, and with that end in view numerous spe-

cial runs, receptions, etc., will be arranged. That Hood's Sarsaparilla purifies the

A DECREASE IN TONNAGE

THE LOADED-CAR MOVEMENT FALLS BELOW THE USUAL AVERAGE.

The Panhandle Shows an Increase in Net Earnings-A New Phase in the Differential Rate Question.

The train records show that in the week ending April 17 there were received and forat Indianapolis 21,483 cars, 16,542 being loaded, 199 fewer than were handled at this point in the week ending April 10. Last week 1.278 fewer empty cars were handled than in the preceding week. In fact, the | May 11. emrty car movement was the lightest of any week in many months, which is a favorable feature, indicating that the loaded car movement is more equally divided in both directions, and the train records bear out this statement, as the loaded car movement east and west and north and south has not been so even in numbers for a long period. Through business east-bound is not as heavy as it was in March, the decrease being wholly in the grain movement, as the shipments of dressed meats, live stock, hides, provisions and produce are heavier than last month, and as the last named freights are carried at better rates than have been paid for hauling grain. Earnings should not be less on account of the lighter grain tonnage. West-bound the tonnage of both the higher and lower class freights is heavier than in March, and probably compares favorably with the volume of April last year, but is still fully 30 per cent. lighter than in the years before the depression in business generally. Local business is not as heavy as it should be inbound, which is largely due to the bad country roads, which prevent the farmers reaching the railway stations with grain and other produce. Local industries which manufacture cerealine products have found it quite difficult to keep running, so light were the recipts of corn, and this has also affected the receipts of live stock at the yards. An improvement in out-bound ship-

corresponding periods in 1896 and 1895; . I. & L..... 418 I., D. & W... C, H. & D.-Ind'p'lis div.. Penn.—I. & V...... Penn.—J., M. & I..... Penn.-L Penn,-Chicago div 442 Penn.-Columbus div 1,334 P. & E.—West div 925 Big Four—Chicago div..... 2.047 ig Four-Cincinnati div., 2,455 Big Four-St. Louis div... 1,603 2.005 Big Four-Cleveland div., 2,186 2,110 2,018 Empty ears 4,941 5,369 5,025 Total movement21,483 22,180 22,448

and the switching crews are placing more

to be loaded. The inquiries for cars, rates,

etc., indicate a steady, healthy increase in

business. Below is given the car movement

To Avoid Delay at Chicago.

The discovery was made Saturday that a corps of engineers is in the field surveying a new line of railroad from Fort Wayne to Kankakee, Ill. Preparations have been under way for some time, but so quietly that it did not leak out until the engineers were be known as the Chicago, Fort Wayne & Eastern, and will connect with the Illinois Central at Kankakee, using the latter company's tracks and terminals to get into Chicago. Many of the Illinois Central peole are interested in the new road. The chief engineer reports that the maximum grade between Fort Wayne and Kankakee s the same as the Fort Wayne, Findlay & Western Railway-fifteen feet and eight inches-making it capable of handling very heavy freight tonnage with comparatively light motive power. The new road is to be used to divert freight from the Illinois Central and other Western lines, by way of the Findlay road, to the Eastern trunk lines, probably at Youngstown, Akron or some other Eastern railway center, thus avoiding the usual three days' delay of transfer through Chicago of freight in carloads. In other words this new line will simply be a great belt line to avoid Chicago delays. The Findlay road, although a sep-arate and distinct corporation, will be joined to the new line here and also extend eastward from Findlay at the same max-

Panhandle Monthly Statement. The following shows the results of operting the Pittsburg, Cincinnati, Chicago & St. Louis road for one month, and for three months ending March 31, and increase or decrease as compared with corresponding | ing. periods of 1896:

Decrease. Gross earnings.......\$1,136,233.32 .\$74,050.56 Operating expenses.... 1,010,462.61 83,685,63 Net earnings...... \$125,770.71 Interest on bonds, 262,720.63 rentals, etc..... Three months-Gross earnings...... 3,289,926,16 334,128.85 Operating expenses.... 2,624,504.74 Net earnings...... 665,421.42 Interest on bonds, rentals, etc..... 799,997.65 Deficit \$134,576.23 \$48,691.50

Voluntary Relief.

The monthly bulletin of the Pennsylvania Voluntary Relief Association will be issued to-day by R. F. Smith, superintendent, and will show that in March there were disbursed on death benefits from accidents \$3,000, on deaths from natural causes \$9,750, in disablement benefits from accidents, \$7,333.45; on account of sickness, \$9,941.40, of any month in the history of the organization. In the month eighteen death benefits were paid and 694 disablement benefits. Since organized, in the ninety-three months there have been paid out in death benefits on account of accident, \$169,716.60; from of 28-10 mills per passenger per mile, as natural causes, \$518.947.78; in disablement compared with a loss in 1895 of 53-10 mills. natural causes, \$518.947.78; in disablement benefits on account of accident, \$486,431.05; on account of sickness, \$615,659.40, making a total of \$1,790,754.92. Eighty-two thousand and forty-five members, or in case of death their legal heirs, have drawn bene-

Belt Road Traffic. In the week ending April 17 there were transferred over the Belt road 14,430 cars. against 15,014 in the week ending April 10, Belt road engines handled at the stock yards 954 cars of live stock, against 888 in the previous week, and Belt road engines handled for private industries on its line 606 loaded cars, against 557 in the preceding

Traffic Notes.

The Peoria & Eastern handled at Indianapolis last week 2,093 cars, 1,516 being There were handled at Indianapolis last week, 4.941 empty cars, against 6,219 in the week ending April 10.

The Monon handled at Indianapolis last week 608 cars, 437 being loaded, an increase over the preceding week of nineteen. The Lake Erie & Western handled at Indianapolis last week 678 cars, 508 being loaded, an increase over the preceding week

The Big Four lines proper handled at Indianapolis last week a total of 10,351 cars, 8,291 being loaded, 105 fewer than in the preceding week. The Cincinnati, Hamilton & Dayton handled at this city 1,017 cars, 684 being loaded, a decrease as compared with the

preceding week of 30. The four Pennsylvania lines handled at Indianapolis last week 4,008 cars, 3,012 being leaded, a decrease as compared with the preceding week of 429. The Vandalia last week handled at Indianapolis 2,085 cars, 1,682 being loaded, an increase of 63. Of the in-bound business 143

cars were loaded with live stock. Personal, Local and General Notes. D. B. Earhart, passenger conductor on the Big Four, is off on a two weeks' vacation. trains will go into effect May 1 on the Baltimore & Ohio lines.

train will be run to gather up the veterans along the line from the East and West. The employes on the Lake Erie & Western last week received their pay for March service by check sent to agents along the

The directors of the Lake Erie & Western will meet this week to declare the reg-ular quarterly dividend of 114 per cent. on the preferred stock. E. I. Trowbridge, formerly chief engineer of the Toledo & Ann Arbor, has accepted

he position of assistant engineer on the Cleveland, Lorain & Wheeling. March earnings of the Pullman Company increased more than \$100,000 over March last year, and were the largest of any March since the company began operations. It is understood that John D. Landis, assistant purchasing agent of the Philadel-

phia & Reading, will be promoted to purchasing agent, vice Albert Foster, deceased. O. T. Johnson has been elected a delegate to represent Division 103 of the Order of Railway Conductors at the annual meeting to be held in Los Angeles, commencing

Engine No. 30, on the Vandalia, on Sat-urday afternoon hauled eight cars, including three sleeping cars, from Amo to Indianapolis, twenty-four miles, in twenty-The projected steel railroad bridge which

is to be built across the Ohio river at Beilaire will 2,230 feet long and most of the distance ninety feet above the low water mark. It will cost \$300,000. The saving in interest to the Lake Shore and the New York Central by the refund-

ing of their bonded indebtedness will be about \$1,000,000 per annum, so that increased stock dividends will result. George Bradbury, vice president and gen-eral manager of the Lake Erie & Western and other Brice lines, returned to Chicago

on Saturday night. He expects to go to New York within a few days. D. G. Edwards, passenger traffic manager of the Cincinnati, Hamilton & Dayton, has gone East in the interests of the proposed introduction of electric power for some of the road's suburban business.

east of Columbus on the Panhandle now run through from Columbus to Pittsburg, instead of changing locomotives at Dennison, as has been the custom. on the Cambria Iron Company's road, at Johnstown, were discharged last week, for weather of the last few days and the bad | the reason, it is alleged, that they were

some proposed improvements to the servcars to be used specially in the transportation of fruits and vegetables from Southments is shown, local manufacturers shipern producing points to the Northern marping more goods. The commission men are kets, a business which will open briskly handling more goods on the bulk tracks

this week. Commencing yesterday the express mescars on side tracks of local manufacturers sengers on the mail trains over the Michigan Central between Buffalo and Detroit will also handle the baggage. The new arrangement does not affect the through exfor the week ending April 17, and for the press trains.

District Passenger Agent Sheehy, of the Canadian Pacific, says it is his intention to sever his connection with the road, owing to other interests which needs his attention, but the date of his retirement had not

The city freight depots of the Big Four have been fitted up to work night as well as day forces. Often freight is delayed here twelve hours, arriving too late to transfer during the day; now the transferring will go on at night the same as during the day. Withing the next ninety days the Illinois Central will be in full possession of all the data, estimates, plans and recommendations of its engineering and operating depart-ments relative to the installation of electricity as motive power on its suburban

On the Atlantic Coast line, last week, a special train loaded with fruits made the run between Florence, S. C., and Rocky Mount, N. C., a distance of 173 miles, in 180 minutes. The average speed maintained was sixty-five miles an hour, breaking all former records.

O. Some months ago Mr. Holmes was seriously injured in a railroad wreck on the Erie, and has never fully recovered from the injuries received. The reorganization of officials on the Norfolk & Western reaches down from the gen-

Herman Holmes, the well-known travel-

eral manager to the train dispatchers, and throws over forty men out of official positions, some accepting the places of service from which they were promoted rather than be out of work. The report that W. R. Busenbark was to succeed John M. Chesborough as general passenger agent of the Baltimore & Ohio

Southwestern originated in the fact that recently C. F. Randolph, general manager of the road, was in consultation with Mr. Busenbark for two hours or more, both being in Chicago. The receiver of the Lake Erie & Wheel-

ing has sent out notices stating that all passes bearing the signature of A. G. Blair, president of the company, will expire May 31, and will not be accepted by conductors after that date. The impression prevails that Mr. Blair has lost all authority in the management of the property. A. D. Perry, district passenger agent of

the Chicago & Alton, on Saturday completed his twenty-fourth year of service on that road as one of its employes. Six times has he had his salary advanced. Mr. Perry has been on the road twenty-eight years, but was the first four years employed and paid by a local agent on the road, and while in his employ he learned telegraph-

For some months past a general reor-ganization of the Star Union fast freight line has been in progress all over the territory the line operates in. On May 1 it will affect the Columbus (O.) force; some changes are to be made, and two important changes of Big Four men at the point are hinted. Douglas Deahl, who is one of the Union line representatives at Columbus who is to retire, has been with the line twenty-four years.

Terre Haute Gazette: "Some rigid rules have been posted in the Vandalia shops for the men. No loaning, no smoking or other means of killing time will be allowed. Strict sobriety is another thing that the officers will enforce to the leter. Any person having the reputation of being a drinking man will not be employed. No visitors other than those provided with permits will be allowed in the inclosure. Nothing but railroad business will entitle a man to enter the shops during working hours."

The Pittsburg, Chartiers & Youghiogeney road, owned by the Pennsylvania Com-pany, and of which B. F. Soffard, formerly trainmaster of the Jeffersonville, Madison & Indianapolis, is superintendent, is but seventeen miles long, but in 1896 transported 1,195,138 tons of coal, against 873,308 tons 1895, an increase of 321,830 tons, entirely in bituminous coal. There was an increase of 28 63-100 per cent, in the ton mileage and 23 8-10 per cent. in the revenue. There was a decrease of 7-10 mill in average earnings per ton per mine and a decrease of 25-10 mills in the cost of movement, the net result being an increase of 18-10 mills in the net profit. There was a large increase in the volume of passenger traffic and a profit According to its mileage, it is one of the most profitable pieces of road the Pennsylvania Company operates.

TO THE SOUTH BEND SCHOOLS. J. M. Culver, of Local Industrial School, Elected Principal.

John M. Culver, a teacher in the Industrial Training School, has been chosen principal of the South Bend schools by the school board of that city. Mr. Culver is to succeed Miss Hinsdale at a salary of \$1,500 a year.

Word comes from South Bend to the effect that the appointment of Mr. Culver in place of Miss Hinsdale has caused considerable comment in a well-known organization of prominent women of that city. It is said that Miss Kate Esmay, a member of the South Bend School Board, was vigorously opposed to the change, and that she first learned of the board's decision present quarters are not sufficiently comwhile confined to her home by ill health. | medious for him to do so. Mr. Culver completed his education at the Indiana State University. He is thirty-six years old and married. He will assume the duties of his position with the beginning of the next school year.

TO TALK WITH COUNCIL.

Works Board Will Try Another Tack with Its Plans.

Since the finance committee of the Council determined to refuse to authorize the issuance of bonds to build and equip a central and subpolice stations until better plans are adopted the Board of Public Works has invited all councilmen to attend a meeting this afternoon at 2 o'clock to consider new plans. A number of coun- Canada. The tonnage system of handling freight | cilmen think that the board ought to start anew on this project instead of continuing with Adolph Scherrer as supervising archi-The Pennsylvania Railroad Veterans' As- tect. It is claimed that competition was sacking the house, tortured the family. blood and relieves a vast amount of suffer- sociation will hold its annual meeting at Al- more apparent than real with reference to | Captain McKillop, of the tug Bronx, a gunboat. General Artigas took her to | capabilities, to conduct the necessary inves-

PROFITS IN RAG PICKING

A HUMBLE CALLING THAT IS NOT WITHOUT ITS REWARD.

Discarded Garments That Are Repaired-The National Starch Works Has a Corner in Corn.

One who imagines that the man who goes through the alleys crying, "Old iron, old rags, old copper, old clothes," is doing an unprofitable business, will find on investigation that an industrious, shrewd man of this kind, who does not use intoxicating liquors, is a money maker. A reporter of the Journal on Saturday accosted one of these alley roamers. He was shrewd, quite intelligent, and said he never used intox-

icating liquors. Asked as to what he realized on his business, he answered: "More than you would think." "Well, how much do you make?" "That depends much," he said, "on the luck I strike. Yesterday I made \$6.50 on two loads I gathered up, but the day before I got but one load in the whole day and realized only \$3 on that, which I consider a poor day. But one who thinks that I make all my money on rags is badly mistaken. I do more dickering than does any man in other business. For instance, you see that copper boiler I just purchased from your wife at a quarter. There is one little hole in it. I will take it home, mend it, and then go to some colored district and sell it for 75 cents, taking part of my pay The engines which haul the express trains in rags. I have got my money back and the rags as my profit on that deal. There is but little money in buying and seiling Twelve engineers and firemen employed rags alone, only a quarter of a cent a pound, but even this on good rag gathering days amounts to quite a little sum. You members of the American Railway Union. | know, we buy a good deal of old clothing, The superintendent of the dining car and at very low prices. The best service of the Pennsylvania lines east and of the clothes so purchased are culled west were in Pittsburg on Saturday con-ferring with their superior officers as to We often double or treble our ferring with their superior officers as to money on them, and the rest are sold for old rags for carpets. Then we make a The Mobile & Ohio road has fitted up 800 little money on old bottles, the old rubbers statement that the recent plants built in and old shoes, especially on the latter, as England have adoped American methods.

> is in utilizing to advantage the best of the articles we pick up that enables us to make some money. "The greatest trouble is that a large number of the old rag gatherers drink too much whisky and spend the profits. I have taken care of mine. I own my horse and wagon, and you notice my horse is a good one. I have a little home of my own, and, while my business may seem a humble one, I guess I am as happy and sleep as sound as do some of these men who have hundreds of thousands of dollars to worry over. I have been in this business about eight years, and expect to continue in it until I get enough money to buy a little farm. Then I will take the old woman and the kids and spend the rest of my life

which, after being repaired a little, we have

no trouble disposing of at a fair price. It

farming.' To Use 6,000 Bushels of Corn a Day. The National Starch Manufacturing Company, William F. Piel, president, will this morning start up its plant to its the plant give it such capacity to turn out starch that it will require 6,000 bushels of corn a day to keep it in operation. The new elevator is now full, and the company has in it and its storage bins 260,000 bushels of corn, and last week bought from an elevator company in St. Louis 160,000 bushels more. The company ing passenger agent of the Louisville & has been somewhat troubled of late to get Nashville, is confined at home at Medina, corn enough to keep the works running at corn enough to keep the works running at their old capacity, but now have so large a stock ahead that General Manager Piel expects to commence running steadily at the full capacity of the plant. A large per cent. of the goods manufactured is ex-

Industrial Notes.

The forming of a company to build farm wagons is being agitated by some of the business men here. The Metal-seam Horse Collar Company is building up quite a business and now has twenty men employed full time. The Indiana Car and Foundry Company a hitherto respectable citizen of this city

The Terre Haute Brewing Company has ust completed a new building at its distributing house here. It is seventy feet long by thirty-five in width. Hay & Willits were, on Saturday, 400 wheels behind their orders for this year's type of bicycle, and they are running their works to the fullest capacity.

buildings on West Maryland street and has added asphalt paving to his roofing busilook brightening. Last week their pay roll exceeded \$1,000, and if matters continue to improve, they expect in thirty days to have their pay roll up to its maximum of good

Detroit people are offering strong inducements to get the Jenny Motor Company, recently burned out, to rebuild at Detroit, and offer financial aid to encourage the change. This company has built up quite a reputation for motor dynamos. Charles Black, carriage manufacturer, has six horseless carriages under way. which those competent to judge say will be successful. He has one of them sold.

\$1,000 each. Ewald Over, manufact rer of agricultural implements, road machinery and castings, weights for the Stevenson block, and last week shipped three carloads of sash weights to Ohio and eastern Indiana. The Indianapolis hominy mills are now

pushing their business, last week shipping tom eight to twelve carloads of cereal products a day, all as time freight, largely for export. By the remodeling of the mill and putting in of machinery, the product the mill can turn out daily has been considerably increased. There has been quite an improvement in business with the harness manufacturers. There are two such establishments in this

city, which give employment to over 200 Both concerns have a large trade Southwest and in the Southern States, and frequently receive orders for fine harness from some foreign country. Albert Gall, jr., fret work manufacturer, reports his business as improving greatly, and this year promises to be the best business in the history of the plant. Last week he received orders for fret work from Burlington, Vt.; Memphis, Tenn., and Birming-

ham, Ala., and is building up quite a large trade outside of Indiana, while in this city and State the business is rapidly increas-Dean Brothers have all the work that they can do. Among orders recently re-ceived is one for a large pump to go to cludes, may have been nearer than was Hong Kong, China. This pump has to force water against a pressure of 3,000 pounds a square inch. They have just closed a contract for pumping machinery for the Inter-

state Distillery building at Vincennes, by

New York capital, capacity, 6,000 bushels of eern a day. Some of the red buildings which are to be streets, to give room for the new building which George Kothe is to erect, at a cost | not should not have been published and of \$8,000, were erected fifty years ago and had become quite an eyesore. The new will not receive the answer to the puzzle building Mr. Kothe is to erect will be of neither can the postmaster general receive brick, resting on a stone foundation, and a | it in an official capacity, for there is no law decided improvement to that part of the authorizing it. This phase of your advercity. When completed it will be occupied | tisement is, therefore, clearly misleading." by Thomas E. Potter, manufacturer straw goods. He now employs from sixty to eighty persons, largely women, and wishes to considerably increase his business. His

NEWS IN SUNDAY'S JOURNAL. Resume of Chief Events Printed in the Issue of April 18. Messrs. Bailey and Dearmond explained

The French government complains that United States consuls are exceeding their instructions in criticising French wines. W. Godfrey Hunter, candidate for the seat that was held by Blackburn, has been indicted on a charge of conspiracy to bribe. The break in the Biggs levee will flood the parishes of Tensas, Madison and Concordia in Louisiana, in part or altogether. Joseph P. Kelly, suspected of complicity in the Somersworth (N. H.) bank robbery and murder, is believed to have fled to

The famous Blakesley family of misers. living near Fayette, O., was robbed of \$5,000 by twelve masked men, who, besides ran-

boat and his eyebrows when the craft burned. He saved his crew by remarkable The regular armies of Greece and Turkey began fighting Saturday. The Sublim Porte announced that war had "broken out," and ordered the Turkish commander

to take the offensive. Indianapolis.

Indianapolis ball team defeated Toledo or. the home grounds; score, 13 to 3. Judge Showalter leaves the city, announcing that he will render a decision in the street-car case early this week. Each street-car conductor whose case was called in Police Court Saturday for violating the 3-cent-fare law was fined \$50 and costs.

> (From Sunday's Second Edition.) Britishers Alarmed.

LONDON, April 17 .- A column article in the Times points to the perils in prospect for the British iron and steel industries. The article, which is based on the Duke of Devonshire's address at the annual meeting of the steel company at Barrowin-Furness, dilates on the fact that for the first time in the history of her iron trade Great Britain has felt a scarcity of ores and the demoralizing effect of the imports of American pig iron having increased. The British output of pig iron in 1896 was only obtained by importing a mil-lion tons of hematite ore from Spain and other countries. "Such sources are precarious," the Times adds, "and in view of the threatened exhaustion of the ores in the north of Spain and the probable in-crease of the cost of ores procurable elsewhere, it is not too much to say that almost every iron-making firm in Great Britain engaged in hematite production, which is nearly half our total output, is anxiously concerned and apprehensive that a few years will see the end of the monopoly they have hitherto enjoyed in cheap iron output. While, however, it is probable that no second Bilbao is available, it is believed Spain still has large undeveloped resources in ores, many of which have been acquired by British firms.' The Duke of Devonshire referred to the astonishing cutting in prices by American competition and expressed a hope that the Americans might be satisfied to confine most of their fighting to their own coun-This caused the Times to remark: 'The American iron trade does not show any such intention. On the contrary, they are planning greater rivalry all along the line." Continuing the Times refers to the gigantic scale of the American iron-making plants now built and operated and instances the immense Carnegie furnaces and the newest type of Garret wire mills used in America and says the work thus produced is almost incredible, adding, as a significant feature of the situation, the While the Duke of Devonshire, Times continues, "practically admitted American superiority, he did not mention the most wonderful thing, the immense distances the ores and finished products have to be carried in America. English trade is still handicapped by heavy railway freights."

Prince Hohelohe Anxious to Retire. Copyright, 1897, by the Associated Press.) BERLIN, April 17.-Prince Hoheniohe the imperial chancelior, it is understood, in a letter dated Baden Baden, April 13, forwarded his resignation to Emperor William. A brisk exchange of telegraphic messages followed. His Majesty insisted on the chancellor retaining office for the present, in spite of the cogent reasons cited in Prince Hoheniohe's letter, urging that his resignation at this juncture would most seriously embarrass the Emperor. Prince Hohenlohe again and again insisted that, apart from other serious reasons his heaith just now is of the worst. Then the prince suddenly went to Paris, where his wife had preceded him. As reasons animating him to resign Prince Hohenlohe urges his mabbity to carry out his solmen promise to submit to the Reichstag and to the Diet two bills, one placing the Prussian law regulating political meetings on a more liberal and modern basis, and the other reforming the procedure of military trials The prince's inability to carry out his promises is said to be due to the extreme reactionary attitude of Baron Von Der Recker Von Der Horst, the Prussian minister for the interior. At this moment it i impossible to say how the crisis will end; but in view of the critical situation of Europe, a change of chancellors would now be most unfortunate. The difficulty of including in the associations bill the means of giving greater freedom of political meeting and at the same time providing measures to suppress socialism, which the Emperor desires, is believed to be the real crux of the situation.

Leading a Double Life.

NEW CASTLE, Ind., April 17 .- It is estimated that one thousand chickens have been stolen in this neighborhood this win ter. Suspicion pointed to George W. Boyd is now bus repairing stock cars for the Mathers Live Stock Car Company and box cars for the Cairo Short-line.

The Terre Haute Brewing Company has the thief. Last evening he gave out to his neighbors that he intended making a trip to Cambridge City and would leave home about midnight. He has been selling a cure for rupture and said he had a pa tlent at Cambridge City. Officers watched was seen to start from town. Night Po-liceman Spell and Deputy Sheriff Smith followed and saw him stop at the Bent Wilson farm, east of town, and proceed to fill his buggy with chickens. He was arrested Henry C. Smither has returned to his old | and brought to town and placed in jail. He no credit and was in very needy circumstances. He had been a successful farmer until recently, moving to town and engaging in the rupture cure business on the golden representations of an oily-tongued agent. His daughter is a member of the graduating class of the city High School and the family and connections stand high

in the community. Diplomatic Relations Severed. WASHINGTON, April 18.-The Turkish minister here has received a cablegram from the Turkish minister of foreign affairs at Constantinople confirming the re-port that Turkey has broken off all diplostructed the Turkish commander-in-chief | . to go to Louisville, another to Chicago. to protect Turkish interests on the front-two to Cleveland and two to Baltimore, at jer. When seen at the legation at 2:30 this ier. When seen at the legation at 2:30 this morning the minister, in reply to a ques tion, made the following statement: Greek troops having, contrary to the rights furnished several hundred sash eral points and opened hostilities without any provocation and the relations between the two countries being thus broken, the commander-in-chief on the frontier has been ordered to take all necessary steps for the defense of the rights of the Ottoman government and her territory. Turkish minister at Athens and all Ottoman agents in Greece have been recalled The representative of Greece at Constantinople and all the Greek consuls in Turkey have been requested to withdraw." The protection of Turkish subjects in Athens has been intrusted to the German minister.

Why the Princess Fled.

the Folies Bergere is found in the fact that friends of the family had resolved to place her children in the front row of the theater. A crowd of the Belgian friends of Prince Chimay had arranged to come from Charleroi. They were to simultaneously raise the cry of "To the madhouse!" Some of the Belgian friends of the Prince proposed to provoke a duel with Rigo. challenge the companion of the Princess Chimay need not of course have accepted Nevertheless the tragic side of her advengenerally supposed.

Business Men Rebuked. WASHINGTON, April 17 .- In an official letter to-day Assistant Attorney General Thomas rebuked the practice of private firms of using the names of officials in advertisements. He says a statement he removed on the corner of West and North | made construing the terms of a puzzle, as to whether the scheme was a lottery or adds: "The postmasters at Philadelphia Gen. Grant's Body Removed.

NEW YORK, April 17 .- The body of General Grant was removed this afternoon from the temporary tomb which has sheltered it for nearly twelve years to the imposing mausoleum which is designed to be its permanent resting place. There was no ceremonial, and beyond the attendance of a guard of honor, the removal was accomplished without special incident. The interest of the public in the event was attested by the presence of several thousand their ideas of domestic party policy to the people, although the hour for the removal had not been previously announced.

Snielde at Niagara.

NIAGARA FALLS, April 17 .- A young man, apparently twenty-four years old, umped from the middle of the suspension bridge and was drowned under floating ice, His hat, left on the bridge, bore the business name of Hall & Hanerck, Boston, Nothing more is known of him. He was not registered at any of the hotels. Hackman David Hickerson, in whose back he was riding, says he jumped out at the middle of the bridge and leaped into the river without saying a word.

Gunboat Captured by Rebels.

Mother and Son.

Both Sorely Afflicted, but Relief is Found in Dr. Williams' Pink Pills for Pale People.

From the Call, Lafayette, Ind.

suaded by a neighbor to try Dr. Williams' scarcely move. She was very wakeful at Pink Pills. It didn't take long to set Mr. night and had no appetite. She took five Byers to talking about this remedy, and the boxes of Dr. Williams' Pink Pills and now Call sent a special representative to his home to ascertain the exact facts. The subjoined work on a farm.

Sworn statement of Mr. Byers is sufficient. (Signed)

J.W. Byers."

cured by them. I had the grip three times, and was taken down with rheumatism, and did not expect to live. The doctors said I would never get well. They advised me to take a change of climate. I was reduced nerves. They are an unfailing specific for from one hundred and thirty-five to one such diseases as locomotor ataxia, partial pahundred and five pounds. As soon as I be- ralysis, St. Vitus' dance, sciatica, neuralgia, gan taking the Dr. Williams' Pink Pills I rheumatism, nervous headache, the after effect began to gain strength and the use of my limbs was restored. I had been almost help-less for two years, the stiffness in my limbs had been painful in the extreme. But with the use of the pills the pain ceased and now the use of the pills the pain I am as limber and as active as when a boy.

"I was also troubled a great deal with my kidneys, but the ailment has entirely disappeared. I have been a subject for the doctors blood, and restore the glow of health to pale

The Call has known the Byers family, of took Dr. Williams' Pink Pills for Pale Pec-Talbot, Ind., for a long time, and J. W. ple and here I am well. I believe that is Byers is one of those deliberate men who the most wonderful remedy ever made. I say little, but read and observe much. Mr. need not extol this remedy for all my neigh-Byers has been suffering for the past three bors know what my condition was and what years with grip and kindred troubles. His cured me. They will all tell you that it mother has ever been a sufferer, resulting later in the most aggravating form of rheumatism. Some time ago Mr. Byers was peralso troubled with rheumatism and could

"I know positively that I was cured by Dr. Williams' Pink Pills. I was persuaded JAMES GOODWIN Subscribed and sworn to before me this

JAMES GOODWINE, Notary Public. by one of my neighbors, Maxen Williams, Dr. Williams' Pink Pills are not looked to try them, as he claimed to have been upon as a patent medicine, but rather as a for a long time. Two reputable physicians had treated me for months, and I had spent druggists, or may be had by mail from Dr. a large amount of money for patent medicines, but to no avail. As I said, I finally N. Y., for 50c. per box. cr six bexes for \$2.50.

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LONDON, April 18.—A dispatch to the Times from Paris says that the secret of the withdrawal of the Princess Chimay Carman, nee Miss Ward, of Detroit, from the Police Powers of Cards Paris Says that the secret of PRINTERS AND ENGRAVERS. FRANK H. SMITH (50 Engraved Cards, \$1.00) . . 22 North Pennsylvania Street. SALE AND LIVERY STABLES.

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VAIL SEED CO. (New Firm.) Get Catalogue....96 N. Delaware St. Tel. 145. SHOW CASES. WILLIAM WIEGEL S West Louisiana Street. STENOGRAPHERS AND NOTARIES.

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an expedition, but the Argentine officials seized the vessel, and will retain the gunboat until peace is restored. African Stronghold Captured.

CAPE TOWN, April 17 .- The stronghold of Gamazpas, Bechuanaland, has been captured by the Duke of Edinburgh's Own volunteer rifles. Galishowe lost three hundred horses, many cattle and many warriors. The British had six wounded.

Business Requiring Time. Detroit Free Press.

The fruitlessness of the railroad investigation carried on by a special legislative committee at Lansing only bears out what ex-President Harrison said at Ann Arbor a few weeks ago about the impracticability of going to the bottom of a matter with view of enacting corrective laws during the session of a legislature. The limited time does not permit such extended and exhaustive investigation, study and inquiry into a subject as is necessary to secure basis upon which to rest a clear, judicial and definite recommendation for remedial legislation. A year or a term of years is none too long to enable a committee to get at the real merits of any one of the complex questions related to corporate power and practices, and there are also splendid reasons for preferring the appointment of MONTEVIDEO, Uruguay, April 17.-The | a commission outside the Legislature, cominsurgents recently succeeded in capturing | prising men of high character and eminent

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Through Pullman Service. (Buffet Sleepers and Dining Car.) Via C. H. & D., B. & O. S. W., and B. & O. Rys.

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